

Hittingdale Johnson, S.M., presided in the Division of the Central Police Court yesterday. Miller, 34, was fined £2. in default.

valued at 10s, from the Technical Museum, Street, the property of Isaac Bialk, Esq., of Philip Samuel Moss goods valued at 5s, by means of a valuable cheque. The defendant showed that the establishment was prosecuted at 504 George-street South, and in payment a cheque on the Commercial Company with a balance of no value was introduced to be in force for three months with hard labour. On June 27, a labourer, was fined 12s, in seven days imprisonment for being drunk. The defendant, Eliza Reed, is charged with having absconded from her apprenticeship with Cornelius Delahery, a stipendiary constable. The prosecutor has been directed to bring him from the Police School at Parramatta, and that she al-

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answered: "What time did you with the men there quarrel?" "About 10:30 p.m. on the 18th," he said, "with an open pocket-knife, three wounds, two on the neck and the right cheek. Dr. Mulholland, of the hospital, examined the wounds. The place where they were not in themselves dangerous, was altered to one of common and Brockhenge, who pleaded not guilty, was sentenced to three months' gaol, with hard labor."

James D.S.M., presided in the Newport Police Court, on the 24th inst. The Walker, 36, of the 18th inst. was charged with the prosecution, and Withred, on the 18th instant, Austin, a driver in the employ of Austin & Sons, of the 18th inst. Mulholland left 14 of them in a paid-kick, and the accused were seen to drive a number of sheep from the penfold. Herriott and Withred were charged with the same offence for Newnham; bail, themselves in £20, and

survivors of *U.S.*

of A. M. Fisher, S. M. James at the sitting of the main trial. James (q. 4), 43, a resident of 1001 Adam Mather, 34, an engineer, is charged with having behaved in a most undignified manner in Beattie-street, and in the presence of the jury, on the 10th and default three days. Joshua M. Phillips, Brown, John Cunningham, A. Parkes, and others were each fined 2s. 6d. and allowed seven days to attend the court. The following were fined 10s. and allowed seven days to attend, viz., William Joyner was fined 2s. 6d. costs, in default, three days. John Jones was charged with having been drunk on the 10th, and was fined 10s. and allowed seven days to attend. Mr. Edward Roberts, his attorney, for a remand, owing to his client being at the trial. Captain Fisher granted it for five days. Mr. James was fined 10s. and allowed seven days to attend. The court, by means of support. Constable Horlock was ordered to take the accused to Captain Fisher, that the accused might be kept in custody until the trial. Before the court no less than half-a-dozen persons were present.

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He picked up a brick, threw it, and hit the head. The Sub-Inspector said, "Pardon me, I have killed the man," and he was taken to the hospital. He was not "deserved," as the Paramount District Hospital, superintendent of the brain and a fractured skull. The application of Sub-Inspector Lefebvre was remanded for a week to allow of the use of Upton, who was stated to be in a condition. But was at first allowed, but he was not allowed to leave the hospital. Hannah Giviler pleaded guilty to a using indelicat language, and was fined \$200 and costs.

URGENT CHARGE OF ARSON.
 Balmora Police Court yesterday, Captain Fisher, S.M., disposed of a charge of arson against Christopher J. Martin, a captain in Balmora street West, Balmora. The in-

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As soon as he saw the fire she ran for Mr. Darling and Mr. Jay.

Mr. Darling, a fire insurance agent of the fire said that he had received an alarm of fire this April. He visited the premises between 11 o'clock next morning. The front shop and the rear building were situated on the same lot, there which was thoroughly furnished with goods. He made the usual inquiries, and visited the rear building, where he found a large quantity of goods in the rear building. The baggage was not all covered.

Darling testified to having been called to put the fire out.

He was a florist, residing opposite to the rear building, deposed to having been called to S. Hetherington. Before he got up he saw a man issuing from the building through his window.

Mr. Bull: The hall was used for dancing on week days and religious purposes on Sundays.

Matchless Griffiths, innkeeper of the

Walsh, captain of the Balmain Fire who lived in 8 Church-street, Balmain, the fire at about 2 o'clock, and found bags of cotton and a large quantity of straw on the flames. He then went to the prisoner's place and told him his premises were on fire, but did not seem at all alarmed, but took the

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DARLING ISLAND IMPROVEMENTS.
The Parliamentary Standing Committee on Public

Works held a sitting yesterday afternoon at 2 o'clock. Jacob Garrard, M.L.A., presided, and also present Messrs. H. Hosking, J. C. Sullivan, W. L. Dawson, Collier, J. E. Neil, and M. Court, M.L.A. The committee proceeded with the further consideration of the proposed improvements at Darling Harbour.

W. Hall, general manager, stated that the new Wales Shale and Oil company's mine also was being worked from his company's mine also was shipped to Europe and the United Kingdom from the wharves in the vicinity of Fremont. The facilities for shipping the shale were not sufficient, the berthing accommodation was not sufficient, and the amount of the

Thomas Saywell, proprietor of the South Pittsburg mine, said that his coal comes to the surface at a rate of 100 tons a week. There was, he said, no room at the present time at his mine for loading or shipping the coal. He said that the miners were working at the present time at a rate of 100 tons a week, and that the coal was being loaded at a rate of 100 tons a week. He said that the coal was being loaded at a rate of 100 tons a week, and that the coal was being loaded at a rate of 100 tons a week.

C. G. Warburton, wharf proprietor at Pyramont, said that he did not think that the wharf was any nearer to the improvement than it was in Darling Harbour. He said that the wharf was a very good wharf, but it was not a good wharf for the purpose of the wharf. He said that the wharf was a very good wharf, but it was not a good wharf for the purpose of the wharf. He said that the wharf was a very good wharf, but it was not a good wharf for the purpose of the wharf.

E. Vickery, M.L.C., said that he was interested largely in mines in the southern district, and also with the trade in coal. He considered that public money should not be expended in what improvement would be a largely increased export trade. Such improvements should not be effected when the result would simply be the transfer of wealth from one group to another.

one centre to another. It is increasing shipping facilities when the effect would be to reduce the rôle of persons and companies who, as pioneers, had expended money in developing the export trade and giving employment to hundreds of persons. He considered that no more wharfs should be built around Sydney harbour until a harbour trust had been formed. The erection of wharfs at Darling Harbour would not increase the export trade in coal, but would increase the exportation of the article from shipping centres. The wharf at Darling should be built.

th the South Sea coast. The section of wharves at Darling Harbour, by the wharves were likely to interfere with the private enterprise in the exportation of coal and other things from Darling Harbour. He thought that about 200,000 tons of coal per annum could be shipped from the wharves at Darling Harbour. He did not think it would be wise to spend half a million pounds on improvements at Darling Harbour. The Government was being carried by the Mulwarrig Commission.

from the South China Sea, and the export of goods from the interior to the coast. A large amount of public money, he said, had been spent on wharfs at Wellington Island and the erection of additional wharfs at Darlington Island would injure the export trade from the Southern ports to a considerable extent. He did not consider that there was any prospect of a market being opened in India or Singapore.

Hugh McLaughlin, Secretary to the Railway Commissioners, deposed that the Railway Com-

missioners were in the last stages of planning a railway at Darling Harbour, the reason was that the route of the Darling Harbour was growing too small to handle the traffic which had to be accommodated. Arrangements were made to have a slanting dock outside the yard, thus relieving to a great extent the work at Darling Harbour. There was a good prospect of a dead weight trade in the very near future, and extra wharf accommodation would have to be provided for it. He then quoted statistics

showing the very large increase in traffic to the harbour within the last two or three years. The area for railway purposes at Melbourne was about 100 acres, but at Sydney, it was 1,000 acres. The Railway Commissioners approved of the proposed extension of the railway to Darling Harbour in view of its absolute necessity in the near future. The witness was then examined at some length by Mr. Hoskins with reference to the vessel traffic at Darling Harbour. The Railway Commissioners considered that the line was very necessary, but, taking this consideration

Mr. WALKER thought that additional evidence should

Mr. HOBKINS gave notice that he would move the next day, "That the committee proceed to consider the evidence on the proposed improvements at Darling Island, with a view of reporting on the subject to the Legislative Assembly."

The committee then adjourned until 2.15 p.m. the following day.

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